



Chicago Metropolitan Agency for Planning (CMAP)
DRAFT
Bicycle & Pedestrian Task Force Meeting Minutes
Wednesday, September 16, 2020

Online GoToMeeting ID: 161674637

Members Present: Ed Barsotti, Maggie Czerwinski, John Donovan, Carlos Feliciano, Jessica Hyink, Sidney Kenyon, Patrick Knapp, Aaron Maertins, Allan Mellis, Jason Metter, Jessica Ortega, Ryan Peterson, Lee Ann Prather, Keith Privett, Tom Rickert, Karen Shinnars, Pamela Sielski, Kevin Staniel,

Staff Present: Caitlin Goodspeed, Jen Maddux, Quinn Kasal, Daniel Comeaux, Jane Grover, Martin Menninger

Others Present: Dave Simmons, Emily Daucher, Kendra Johnson, Kristin Youngmeyer, Leslie Phemister, Marty Mueller, Matt Pasquini, Mike Klemens, Noah Jones, Ruth Rosas

1.0 Call to Order & Introductions

The meeting was called to order at 1:00 p.m. by chair Tom Rickert.

Mr. Rickert reviewed the Task Force's new digital communication protocol, reflecting its new virtual format. Attendees were asked to remain muted unless speaking or use the chat function for questions and comments.

A motion was made to combine agenda items 1.0 and 3.0, the attendance roll call and approval of the previous meeting's minutes, from June 17, 2020. The motion was made by Allan Mellis, seconded by Keith Privett. Jen Maddux called the roll and all committee members in attendance voted in the affirmative. Ms. Maddux also introduced new members Maggie Czerwinski from Active Transportation Alliance, John Donovan from the Federal Highway Administration, and Aaron Maertins from Metra.

2.0 Agenda Changes & Announcements

Agenda item 6.0 was added on September 11, 2020. There were no announcements.

3.0 Approval of Minutes – June 17, 2020

The motion to approve the minutes was combined with the attendance roll call. The minutes were approved, with no changes.

4.0 Task Force Member Meeting Results

CMAP's Caitlin Goodspeed presented a summary of themes discussed in individual member meetings. She really enjoyed speaking with individual members and hearing how they think it could improve. She spoke with 18 of 20 members with four main questions:

- Why did you join the Bike/Ped Task Force (BPTF)?
- What is your vision for it?
- What can it do better?
- How is your organization adjusting to COVID-19 and calls for racial justice, and how can CMAP help?

Survey Takeaways:

- Many members have replaced a colleague but do have strong interest in bike and ped planning and advocacy.
- Members enjoy task force meetings for networking opportunities, gaining perspectives, and info sharing and exchange. The BPTF is a regional clearinghouse for comment and opinion.
- Some members would like it to be more action oriented.
- Some members would like to hear from community leaders doing work on the ground from all over the region, not just the city.
- Several members suggested giving more time for lively discussion, debate, Q&A on topics such as policy and legislation, new technology in bike/ped, strategies for rail trail conversions, etc.
- Members wanted to hear more about projects that are currently happening, as there might be more opportunity for the presenter to ask for advice and get feedback.
- Many member orgs are adjusting resources and making efforts to address issues from the pandemic and racial equity efforts.

Initial Thoughts:

- Create an online directory where members can share contact info, expertise, topics they are interested in, presentation ideas, and upcoming events.
- Seek out opportunities to provide input and help make decisions.
- Invite community leaders from across the region to present at meetings.
- Adjust the agendas so that there is more time for discussion.
- Post meeting materials in advance, move up the December meeting date to avoid holiday conflicts, and add an additional meeting to the 2021 calendar.

5.0 Bureau of Design and Environment (BDE) Manual Update – Illinois Department of Transportation (IDOT)

Carlos Feliciano from IDOT's District 1 Bureau of Programming discussed recent updates to bicycle and pedestrian guidelines outlined in the [BDE](#), a manual that establishes uniform policies and procedures for the location, design, and environmental evaluation of highway construction projects on the state highway system.

Illinois law requires that bicycle and pedestrian accommodations should be given full consideration in planning and development when in or within 1 mile of urban area (>50,000 people), and that planned accommodations shall be established in conjunction with road improvements. Exceptions to this include resurfacing that does not widen the travel way and access-controlled facilities like highways.

Bicycle and pedestrian accommodations may also be included in pavement resurfacing projects when local support is evident, or accommodations can be added within the overall scope of the project. IDOT follows the AASHTO Guide for the Development of Bicycle Facilities and MUTCD as the primary basis for design of this infrastructure.

Mr. Feliciano then covered a cost participation breakdown, specifically the proportion of capital and operating costs that each jurisdiction is responsible for in different contexts. For example, on roads where IDOT has jurisdiction, IDOT will cover 80 percent of the cost of on-road bike lanes assuming a 20 percent local match. Bike lanes are required when one or more of the following “bikeway warrants” are met:

1. Planned bikeway: Has a bikeway already been planned for this corridor?
2. Volume: Will projected two-way bike traffic volume approximate 25 ADT or more during the peak three months of bike season five years after completion of the project?
3. Destination: Does the route provide access to a park, recreational area, school, or other significant destination?
4. Access: Does the project provide access across a river, railroad, highway, corridor, or other natural or man-made barrier?
5. Impact: Will a highway negatively affect the recreational or transportation utility of an independent bikeway or trail?

Mr. Feliciano noted that IDOT believes providing the highest and best bikeway facility that conditions and context dictate is better than providing no bike accommodation.

Bike lanes are also considered for resurfacing projects, even when not mandated, if sufficient roadway width is available. Some rural projects can consider paved shoulders for bicycle accommodation. Mr. Feliciano also covered numerous changes to the standards of bikeway designs themselves, including several approved designs not covered in the BDE such as bike boxes. IDOT is also following new guidance on pedestrian accommodations.

Sidney Kenyon asked which months represent the “peak months” of bike season as defined by IDOT. Mr. Feliciano replied that the specific months have never been officially defined but would generally be the three summer months. He noted that downstate projects may have a longer peak due to their milder climate.

A question was raised as to when IDOT plans to update its pavement markings so that bike lanes can be maintained in green paint. Mr. Feliciano replied that the policy just came out last year, so they are still working on how to integrate pavement markings.

Pamela Sielski asked about mid-block crossings and IDOT's consideration of adding a "stop ahead" pavement marking and regulatory sign 50 feet before the standard stop sign? Mr. Feliciano replied that he believes the guidance has a requirement for a "stop ahead" sign as part of the treatment.

6.0 CMAP Road Safety Target Setting

Annually, MPOs and state DOTs are required to establish a set of safety performance targets for all public roads. CMAP's Todd Schmidt and Victoria Jacobsen presented IDOT's 2021 safety targets and review the process for setting the region's safety targets.

Transportation performance management exists to track progress on safety goals at the state and local level. Some common safety performance measures include the number of fatalities, the rate of fatalities per 100 million vehicle miles traveled (VMT), the number of serious injuries, the rate of serious injuries per 100 million VMT, and the number of non-motorized fatalities and serious injuries. These goals are integrated with CMAP's Transportation Improvement Program (TIP) and long-range plan, and jurisdictions that do not meet these goals can face state DOT penalties.

Mr. Schmidt noted that although aggressive targets have been set, traffic fatalities continue to increase. An expected decline from the pandemic's decrease in regional traffic did not materialize. Non-motorized fatalities and serious injuries specifically are going up, and this is especially concerning for a Chicagoland region that has many non-motorized street users.

Mr. Schmidt reported that the new targets will be set soon. CMAP staff will review them in October, followed Transportation Committee approval in December, and final CMAP Board and MPO Policy Committee approval in January 2021.

Ms. Jacobsen led a discussion on two questions:

- Should the region support IDOT's targets or set its own targets?
- How can CMAP and its partners help achieve the safety goals/targets for the region/state?

Mr. Kenyon spoke about a lack of awareness from people crossing the street. He noted that Active Transportation Alliance intended to get outside and do more bike education outreach this year, but the pandemic foiled these efforts. A combination of inexperienced bikers and drivers traveling at increased speeds on open roads makes him nervous to see the statistics for this year.

Ms. Jacobsen whether, with higher rates of non-motorized travel in our region, is it appropriate to adjust our region's targets more aggressively to reduce injuries? Mr. Kenyon wondered how our region compared to the rest of the state, to see how much more aggressive the region would need to be compared to the statewide targets. Mr. Schmidt replied that they just received the targets last week and staff will analyze them.

7.0 CMAP Virtual Public Engagement

CMAP's Jane Grover provided an overview of effective virtual public engagement strategies and solicited the Task Force's insights on outreach to bicycle and pedestrian organizations that can help implement ON TO 2050's recommendations.

Ms. Grover cited statistics from ON TO 2050's robust public engagement program, consisting of 10 forums, 277 workshops, 100,000 kiosk interactions, 4,750 residents. She reviewed a few key lessons learned for effective public engagement:

- Understand your audience
 - Identify your audience using an equity lens
 - Use plain language
 - Anticipate questions
- Meet people where they are
 - Places: corporate lunch and learn events, school career days, county fairs, village meetings, grocery stores.
 - Organizations: rotary clubs, environmental clubs, community groups. Invite yourself to their meetings, however you can get on their meeting agendas.
- Deploy multiple tools and methods
 - Online surveys
 - Engagement websites
 - Social media
 - There must always be online methods now, even after in person meetings return.

Ms. Grover opened the conversation for questions or approaches that anyone in the group would like to share.

Mr. Mellis noted that participants want to know their time will be used well, and that questions asked and answered be shared publicly so that participants feel their input has influence. Ms. Jacobsen promoted the use of the chat function in virtual meeting spaces, which provide a voice for those less comfortable with speaking verbally in a contentious meeting. Mr. Privett mentioned that CDOT has switched to the open house format that allows participants to drop in and drop out, allowing time flexibility.

8.0 Project Updates

Implementing agencies were invited to provide a brief update on completed projects, projects recently let for construction, and projects with delays requiring attention.

Patrick Knapp shared that the Village of Schaumburg is in the middle of Bike Month, hoping for more participation from community. Two events underway included a bike challenge with 19 competing teams from businesses around Schaumburg, and a community photo challenge where individuals got around the village via bike and took selfies at various locations.

Mr. Privett announced the official opening of a bike/ped bridge across the North Shore Channel in Lincolnwood. There hasn't been a ribbon cutting ceremony yet, but it is open to ride and quite enjoyable.

Mr. Kenyon noted continuing work on the East Branch DuPage River Trail, referencing the presentation he and Jessica Ortega made to this committee at the June meeting. He advised that if committee members hear from any of the trail's passionate supporters, to let them know that the project is moving forward.

Troy Simpson shared that the new Kane County bike map has been posted on the Kane County DOT website.

Finally, Dave Simmons thanked committee members for their participation in another successful Illinois Bike Summit.

9.0 Other Business

There was no other business presented before the Bicycle & Pedestrian Task Force.

10.0 Public Comment

No comments were received in advance of the meeting. No public comment were presented in the meeting.

11.0 Next Meeting

The next meeting will be held Wednesday, December 2, 2020 at 1:00 p.m. (changed from December 16).

12.0 Adjournment

Meeting was adjourned by chair Tom Rickert at 2:40 p.m. Motioned by Sidney Kenyon, seconded by Kevin Staniel.

Bicycle & Pedestrian Task Force Members:

_____ Ed Barsotti	_____ David Longo	_____ Lee Ann Prather
_____ Maggie Czerwinski	_____ Aaron Maertins	_____ Keith Privett
_____ John Donovan	_____ Allan Mellis	_____ Tom Rickert*
_____ Carlos Feliciano	_____ Jason Meter	_____ Karen Shinnors
_____ Jessica Hyink	_____ Randy Neufeld	_____ Pamela Sielski
_____ Sidney Kenyon	_____ Jessica Ortega+	_____ Kevin Staniel
_____ Patrick Knapp	_____ Ryan Peterson	

*Chair

+Transportation Committee representative